

## LITTLE CHANGE IS FOUND IN BODY CONSTRUCTION

Maxwell Expert Tells of  
Coach Builders in  
Europe.

SEES WORK OF MIDDLE AGES  
Says Frame Work of Vehicle Used in  
French Coronation Ceremonies  
Differs Little From High-Grade  
Motor Cars of Present Day.

Motor body construction which to the eye has changed enormously in a decade, in reality has changed but little in several hundred years as far as the principles of body framing and bracing are concerned. Methods of manufacture, of course, have been vastly improved and thoroughly modernized in America, at least, to meet the demands of large-scale production, appearance has been so good that beauty, durability and utility for all types of services, are well combined; but the raw frame of a motor car body built today, and the skeleton of a King's coach of the Middle Ages would easily pass for blood kin, in virtually all details of construction.

This is the statement of E. W. Goodwin, consulting engineer of Maxwell Motor Corporation, whose division, who has just returned from two months in Europe, during which time he visited the Paris and London automobile shows and the factories of leading motor car manufacturers and coach builders in England, France and Belgium. He also visited the museums which hold the finest examples of the work of the Middle Ages.

**Slow, Costly System.**  
In the Palace of Kings, in Versailles, Mr. Goodwin made a close inspection of a specially appointed vehicle used in the coronation ceremonies of French Kings in the Middle Ages, and again brought to his mind the fact that the coronation of Napoleon upon the occasion of his marriage to Josephine. This carriage is ornamented with solid gold. Hand-carved figures adorn the top. The harness is of gold. Genuine tapestry is throughout for upholstery. Paintings are on the side panels, done by the leading artists of the day. Yet the framework of this regal affair, built centuries ago, is not different from that found in a high-grade motor car body construction.

Mr. Goodwin states that European coaches are not in position to avail themselves of the advantages of large-scale production in body building. They have neither the equipment nor the manufacturing system. They build today about the same manner that specially designed models are manufactured here—a slow, costly system that has been made obsolete in this country by modern machinery and methods.

**Closed-car Demand Increases.**  
The present demand for cars of the closed type in France has not advanced in the same proportions that it has in the United States, he goes on. Open cars, or closed cars of the collapsible type are the most popular. The English closed-car demand is increasing, but principally for cars of the Landulet type.

In no country, Mr. Goodwin claims, are motorists so exacting in their demands for quiet operation as here. He relates the story of a trip with an English motorist who was driving a large, expensive car of foreign make. "That car was unusually noisy," said Mr. Goodwin. "The axle was howling, and the motor gears gave forth sounds that came and went in crescendo that depended upon the speed of the car. I called the owner's attention to the fact that his car seemed to be doing more than its share of noise-making. I suggested a little oil. He was angry. He felt that he needed to express his feelings and did it. I wouldn't give a snap for one these cool Yankee cars that you can't tell when the motor's running. Perhaps he was sincere. In his statement, and perhaps that is why European makes are not particularly quiet. But the fact that Americans demand quiet operation has resulted in their getting it. We can undoubtedly learn from Europe, and it is just as true that Europe can learn from us."

## CALL ON RADIO TO FILL COUNTRY CHURCH PULPIT

Think Sermons From Afar  
Will Answer in Cases of  
Absent Ministers.

Radio may solve the country church problem. This subject has puzzled religious leaders ever since the city became a lure for country folk. It has caused a division in the ranks of country preachers until now many a rural church is standing idle for want of a minister.

Lack of funds, low pay for the minister, and the fact that the country is a lure for city folk, have contributed to this nationwide slump in rural religion. Attempts have been made to revive congregational worship under the leadership of a traveling minister for localities covering several communities.

But it is to radio that urban religious leaders are looking for a revival of the country church. The adoption of radio broadcasting apparatus in some of the larger and more wealthy churches of the country has given rise to the hope of broadcasting the sermons from these centers of worship to the rural communities.

Instead of wracking their brains over the problem of furnishing country preachers to their rural congregations, denominational leaders are now thinking of supplying communities with radio receiving sets so they may turn in on sermons from central churches.

That this is practical is shown by the results radio is already producing in connection with the country school. The ever-widening "little red schoolhouse" could easily be the center of education and entertainment for its community, with radio in use. Its successor, the centralized school, is adopting it instead. The parts from all parts of the country show how fast radio is being taken up in these centralized districts.

It is looked upon as another means for keeping the boys down on the farm.

## HEALTH AND PHYSICAL EDUCATION IN SCHOOLS

Report of Survey Made in 160  
Cities in the United  
States.

EXAMINATIONS INCREASE  
School Physicians Employed by 103  
Cities—Forty-One Cities Provide  
Open-Air Schools or Classes.  
School Nurses in 145 Cities.

Some unusual facts regarding health and physical education in elementary schools have been brought out in a survey made in 160 cities by the Civic Development Department of the Chamber of Commerce of the United States. The survey was made through local commercial organizations including the Chamber of Commerce of Richmond.

The purpose was to determine what opportunity is given children to develop physical stamina capable of standing the strain of future commercial and industrial life.

"In the 160 cities," says a report of the survey, "there are a total of 2,018,826 elementary school pupils. Although it is obviously important that all children be given a medical examination when they apply for admission to the schools, ninety-eight out of the 160 cities do not give such examinations."

"There can be no doubt that much disease is spread because of this neglect. One hundred and three cities reported physical examinations of pupils and fifty-four that they had none. In spite of the fact that the conservation of eyesight is a most important factor in the future success of the individual, instruction in the care and use of the eyes is not given in thirty-nine of the cities. Forty-one of the cities now provide special school classes for those who are physically subnormal. Outdoor play is recognized as a real need in physical development; ninety-one cities reported inadequate playgrounds and fifty-four do not have supervisors for play."

"The showing as to dental clinics is good. The number of cities providing them is greater this year than last. Yet sixty-six of the cities are participating in the survey do not have school dental clinics."

**School Nurses Provided.**  
"School nurses to form a most important element in the health and physical education work in all but twenty-five of the cities. Some cities are amply provided, on the basis of a nurse being able to supervise 2,500 pupils. There is one city in the West that provides, but one in the South, which has but one for 12,000. The average number in all the cities is over 3,021."

Thirty-four cities keep the parents informed monthly as to the child's report card as to the child's weight record. It is safe to assume that in these cities the average of malnutrition is being brought below the 33 per cent, which some experts claim is the national average. In forty-four cities this matter of nutrition is being vigorously attacked; the school children being provided with milk in the middle of

**Blind Enjoy Radio.**  
ST. LOUIS, Dec. 30.—Samuel L. Peckham, formerly an advertising man, has been blind and paralyzed for twenty-eight years. He has written a letter of appreciation to the Post-Dispatch for the good his radio receiving set has done him. His isolation, he says, is ended and he thanks radio for that.

**New Dry Cells.**  
When the W D-11 dry cell tube becomes inactive after continued use, it is a wise plan to connect a new dry battery in the place of the old. The D battery, unless of the miniature type, need not be renewed more than once in six months. The small type battery generally lasts about three months.

**Attractive De Luxe Winter Tours**  
Personally Conducted—All Expense  
LEAVING JANUARY 13th—Florida, Cuba, "Best of the South." 29-day trip.  
LEAVING JANUARY 28th—California, Grand Canyon, Wonderful 26-day trip.  
LEAVING MARCH 10th—West Indies, Panama Canal, Delightful 21-day cruise. For details and reservations address Miss Mary C. Thayer, 1721-A Hanover Ave., or The Cosmopolitan Tours Co., Cincinnati, Ohio.

**Scientist Believes We  
Shall See Radio Waves**

Will we be able to see radio? That is not impossible, according to Professor Dayton C. Miller, of the Case School of Applied Sciences, in Cleveland.

In fact, says Miller, an instrument could easily be devised by which the smallest and largest waves may be caught and photographed as they flash by at the rate of 135,000 miles a second.

Professor Miller has been working on a machine which photographs sound waves. It is called an oscillograph. The sound sent into an extremely sensitive receiver is made to vibrate a needle of light whose oscillations are photographed as they form.

Along the same manner, it is believed, the radio waves may be converted into sound waves which in turn can be photographed by its oscillograph.

The morning and afternoon. Sixty other communities furnish milk to those pupils who are undernourished.

A number of conclusions are drawn from the survey, the most important of which are given as follows:

"The conservation of health is a great economic problem challenging the country's best thought. National health is the basis of national efficiency. Up to a short time ago it was customary to neglect health education and as a result our schools turned out many 'educated invalids.' Now our educational system must answer the question propounded by Dr. C. Stanley Hall, 'What shall it profit a child if he gain the whole world of knowledge and lose his own health?'"

"There are hundreds of thousands of premature and unnecessary deaths in America every year. The nation needs to conserve life for the development of its enterprises."

"Let us not confuse physical education with the highly specialized system of team athletics so much stressed in some schools. A system which develops eleven players while a thousand idle youths look on will never go far in raising the physical efficiency of America."

"Every step forward taken by a city in solving the school health problem marks an advance in its business and industrial well being. Many Chambers of Commerce as a result of the survey are giving the city school interests an important place among the year's activities."

**Michigan Tourists  
To Visit Winchester**

[Special to The Times-Dispatch.]  
WINCHESTER, Va., Dec. 30.—The 1923 itinerary of the Michigan Automobile Tours, to be conducted next August from Battle Creek, Mich., to Washington and return, has been changed to include a visit to Winchester and that section of the Shenandoah Valley as far south as the Endless Caverns, at New Market, according to advice received today from J. H. Brown, manager, with headquarters at Battle Creek. The change was made after Andrew Bell, secretary of the Chamber of Commerce here, had urged it upon Mr. Brown, and the latter is preparing new road maps for those who will make the trip.

The 1923 itinerary will be the fifth annual tour, and six days will be spent in and around Washington. The manager has limited the number of cars to 210 and about 800 tourists, constituting the greatest automobile tour caravan, it is said, ever seen in the United States. Camp-fire meetings will be held at various stopping places, and it is planned to spend two nights here.

## REDUCE MESSAGE TIME WITH RADIO STATION

Marconi Plant at Laprairie to  
Communicate With  
Australia.

MONTREAL, CANADA, Dec. 30.—Completion of the new Marconi wireless station at Laprairie, near here, is expected to reduce the time between England and its farthest colony, Australia, to a matter of only a few minutes.

By means of this and other similar stations messages will be flashed from London to Sydney faster than they have ever been sent. They will leave London on an air route of some 15,000 miles and will be relayed automatically through stations at Loughbur, N. S. Laprairie, Winnipeg and Vancouver, to their destination in Sydney. Perhaps, with the further development in the efficiency of radio, some of these stations will be eliminated in the span of space between London and Sydney.

Experiments have been conducted at this new station, by which it is expected revolutionary changes will be made in the transmission and reception of radio messages. All are directed toward the elimination of time over large distances.

The most notable series of experiments still going on lies in the development of "duplex service," in which receiving and transmitting are carried on simultaneously. This has already been accomplished and there is only the development of efficiency and details before the system can be put into practice.

Use of an earth screen system of wires has also been the subject of experiments considered of high scientific value.

As part of the world-wide wireless chain planned by Great Britain, the Laprairie station is considered an important link. Every detail of its construction is a top-notch product in the series of radio advancement. The aerials are strung between two towers 200 feet high and 600 feet apart. There is a six-wire transmitting aerial, besides a receiving antenna. Two more transmitting

aerials and apparatus are contemplated on the same site. The earth screen obviates the necessity of any ground connection.

The transmitting equipment consists of eight oscillating tubes of three kilowatts each and six rectifying tubes. Messages are sent out at a 3,000-meter wave length, on continuous waves, and do not interfere with the sending or reception of ordinary broadcasting programs in the vicinity.

**Six Coast Stations.**  
Six radio transmitting stations along the Atlantic Coast are used to send messages across to Europe. These amount to about 30 per cent of the messages handled daily between the two continents.

**Handsome is as Handsome Does**

The New Series Paige 6-66 seven-passenger Sedan in design and craftsmanship is a thing of real beauty. But on the theory that handsome is as handsome does, emphasis is placed on the perfected performing powers and riding qualities of the New Series 6-66 chassis. That is why we suggest a ride.

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